

Millsboro-South Area



Working Group

Meeting No. 6

March 2, 2005





Working Group Members

Ronald Atherton
Business Owner

Joe Brake
*First State Community
Action Agency*

Jim Bennett
Bennett Orchard

Joan Boyce
*Millsboro / Dagsboro
Chamber of Commerce*

Eric Buehl
Center For the Inland Bays

Lynn Bullock
Millsboro Volunteer Fire Company

Donald Collins
Sussex County Farm Bureau

S. Bradley Connor
Mayor, Dagsboro

Robert Daisey
President, Frankford Council

Mark Davis
Delaware Dept. of Agriculture

Pam Davis
Frankford Planning Commission

Preston Dyer
Developer

Peter Frederick
Mayor, Fenwick Island

Richard Kautz
*Sussex County Planning
& Zoning Commission*

Faye Lingo
Town Manager, Millsboro

Roger Marino
Mountaineer Farms, Inc.

Pam McComas
*Bethany/Fenwick
Chamber of Commerce*

John Mitchell
Indian River School District

Margaret Mitchell
Millsboro Historical Society

Tran Norwood
Nanticoke Indian Assoc.

Clifton Parker
Farmer

Bill Pfaff
*Delaware Small Business
Development Center*

Mike Simmons
DelDOT Project Development

Robert Stuart
*Sussex County Emergency
Medical Services*

Gary Taylor
Town Manager, Selbyville

John Thoroughgood
*Millsboro Town Council
Planning Commission*

Ann Marie Townshend
Office of State Planning Coordination

Marissa VonVille
La Esperanza, Inc.

Michael Warrington
Delaware State Police, Troop 4

George White
Townsend's, Inc.



Agenda

- **5:30 Call Meeting to Order** **Bob Kramer**
- **5:35 Opening Remarks** **Monroe Hite, III**
- **5:45 Status Reports**
 - * Traffic Analysis **Tom Hannan**
 - * Cost Estimates **Joe Wutka**
 - * Economic Impact Analysis **Bill Latham**
- **6:30 Briefing/ Group Discussion** **Working Group-**
(Comments / Plan Changes / Alternatives Retained Process) **Jeff Riegner / Joe Wutka**
 - * Eastern Bypass Alternatives
 - * Western Bypass Alternatives
 - * On-Alignment Alternatives
- **8:00 Third Lane Option** **Joe Wutka**
- **8:15 Next Steps / Closing Remarks** **Monroe Hite, III**
- **8:30 Adjourn** **Bob Kramer**



Project Notebook

- **Tab 1: PowerPoint Slides**
- **Tab 2: Oct 26, 2004 Working Group Meeting Summary**
- **Tab 3: Public Workshop Package**
- **Tab 4: Oct 14, 2004 & Jan 13, 2005 Agency Meeting Summaries**
- **Tab 5: Plan Changes / Third Lane Option**
- **Tab 6: Updated Matrix (Plan Changes)**
- **Tab 7: Project Calendar**



Project Meetings & Workshops

- **Sep 13, 2004 Ellendale Area Working Group Meeting No. 2**
- **Sep 20, 2004 Milford Area Working Group Meeting No. 4**
- **Sep 29, 2004 Millsboro-South Area Working Group Meeting No. 4**
- **Sep 30, 2004 Georgetown Area Working Group Meeting No. 4**
- **Oct 14, 2004 JPR Meeting (Environmental Resource Agencies Meeting)**
- **Oct 18, 2004 Georgetown Area Working Group Meeting No. 5**
- **Oct 19, 2004 Ellendale Area Working Group Meeting No. 3**
- **Oct 25, 2004 Milford Area Working Group Meeting No. 5**
- **Oct 26, 2004 Millsboro-South Area Working Meeting No. 5**
- **Nov 08, 2004 Milford Area Public Workshop No. 3**
- **Nov 09, 2004 Georgetown Area Public Workshop No. 3**
- **Nov 15, 2004 Millsboro-South Area Public Workshop No. 3 (Millsboro)**
- **Nov 16, 2004 Selbyville Area Public Workshop No. 1 (Selbyville)**
- **Nov 18, 2004 Ellendale Area Public Workshop No. 1**
- **Jan 13, 2005 JPR Meeting (Environmental Resource Agencies Meeting)**
- **Feb 22, 2005 Ellendale Area Working Group Meeting No. 4**



Recent Project Team Meetings

- **Dec 06, 2004:** Mountaire Farms (Millsboro)
- **Dec 06, 2004:** Ellendale Comp. Plan
- **Dec 15, 2004:** First State Chevrolet (Georgetown)
- **Jan 12, 2005:** Dagsboro Church of God
- **Feb 18, 2005:** Seacoast Speedway (Sussex County/Georgetown)



Upcoming Meetings

- **Mar 21, 2005:** **Milford Area Working Group Meeting No. 6**
 - 5:30 – 8:30 PM at Carlisle Fire Company, Banquet Hall
615 N.W. Front Street, Milford

- **Mar 30, 2005:** **Millsboro-South Area Working Group Meeting No. 7**
 - 5:30 – 8:30 PM at Millsboro Fire Company, Dining Hall
109 E. State Street, Millsboro

- **Mar 31, 2005:** **Georgetown Area Working Group Meeting No. 6**
 - 5:30 – 8:30 PM at CHEER Community Center
20520 Sand Hill Road, Georgetown

- **Apr 26, 2005:** **Ellendale Area Working Group Meeting No. 5**
 - 7:00 – 9:15 PM at Ellendale Volunteer Fire Company,
302 Main Street, Ellendale



Traffic Analysis: Key Points

- **Traffic is one element, but not the only or necessarily the most important one, that will be used to determine which alternatives will be retained for further study in the next stage of the project .**
- **Information on factors that define the project's purpose and need, such as safety and satisfaction of state/local mandates, and those that are necessary for project implementation, such as environmental impacts and cost, will be presented at a future meeting for the Working Group's consideration.**
- **The decision on retaining alternatives will be based on which of those provide the best balance amongst these factors.**



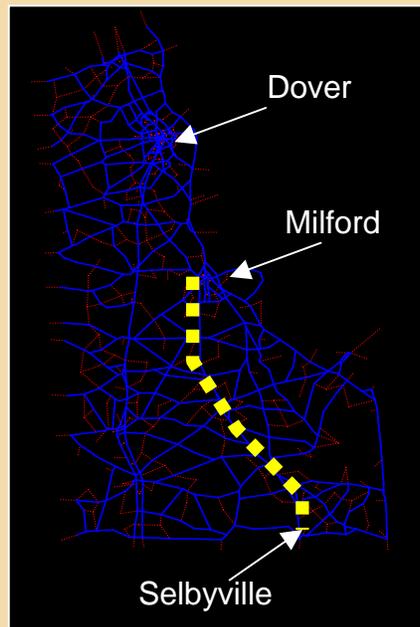
Traffic Analysis

- **The Peninsula Travel Demand Model and how it is used**
- **Steps in the modeling process**
- **Preliminary “Step 2” findings – moving toward Alternatives Retained for Detailed Study**
- **Upcoming “Step 3” and “Step 4” work – moving from Alternatives Retained to a Preferred Alternative**

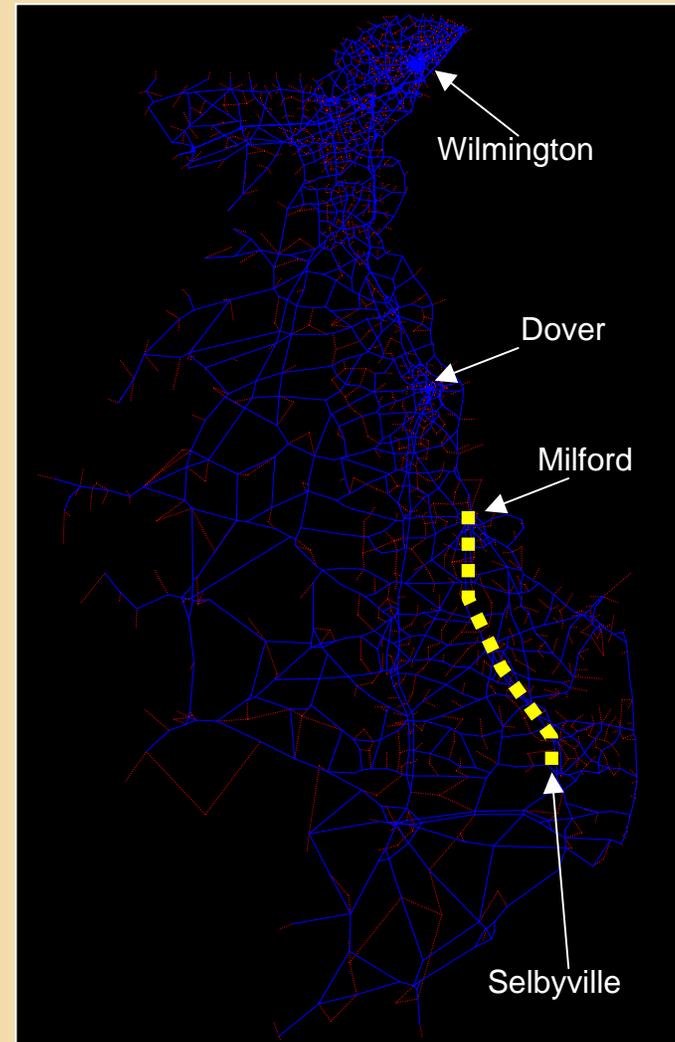


Traffic Analysis

Kent-Sussex
Model Network



Peninsula Model Network



Traffic Analysis

- **Step 1**
 - **Develop and calibrate the regional travel demand model (encompasses Maryland's Eastern Shore and Delaware)**
- **Step 2**
 - **Calibrate US 113 corridor within project area**
 - **Develop interim corridor level forecasts for screening of alternatives**
- **Step 3**
 - **Refine and calibrate individual project areas to the intersection level**
 - **Add traffic signal information along US 113, US 13, SR 1 and all of the connecting roadways between SR 1 and US 13 in Sussex County**
 - **Develop new project level forecasts for further screening**
- **Step 4**
 - **Develop peak hour intersection/interchange scale traffic forecasts to evaluate specific geometric requirements for each alternative**

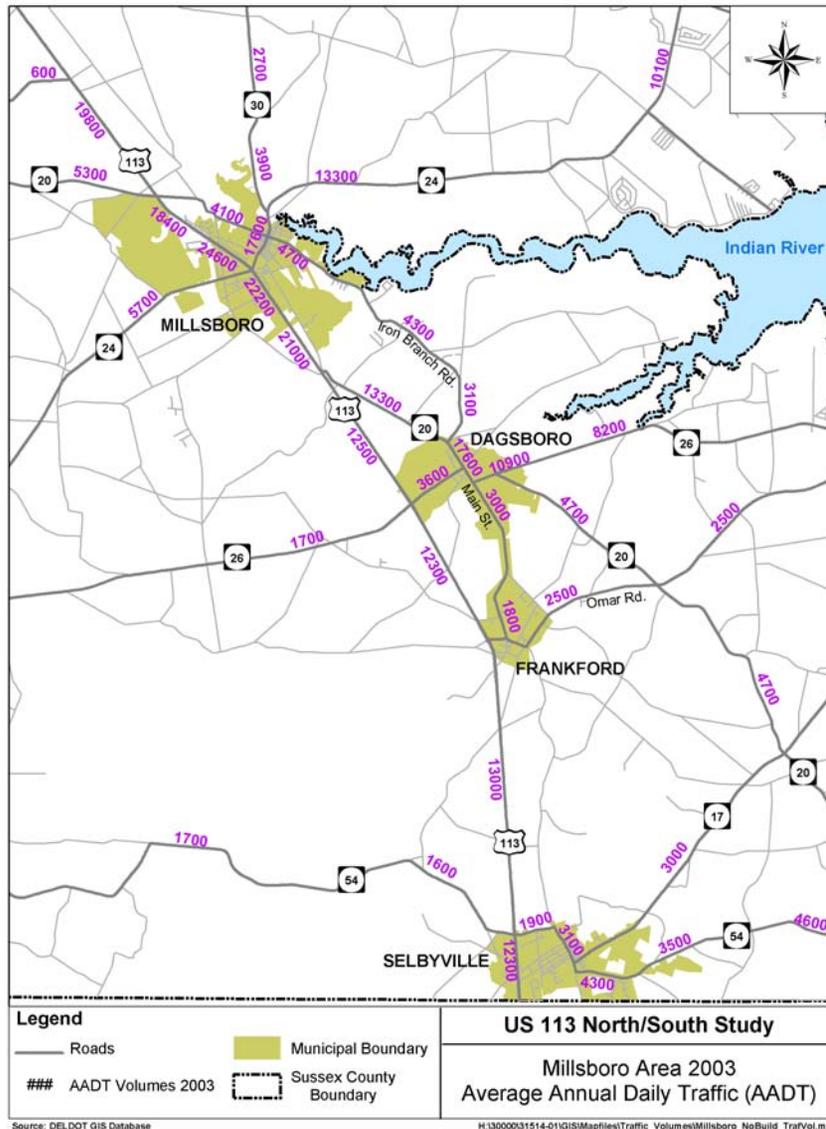


Traffic Analysis

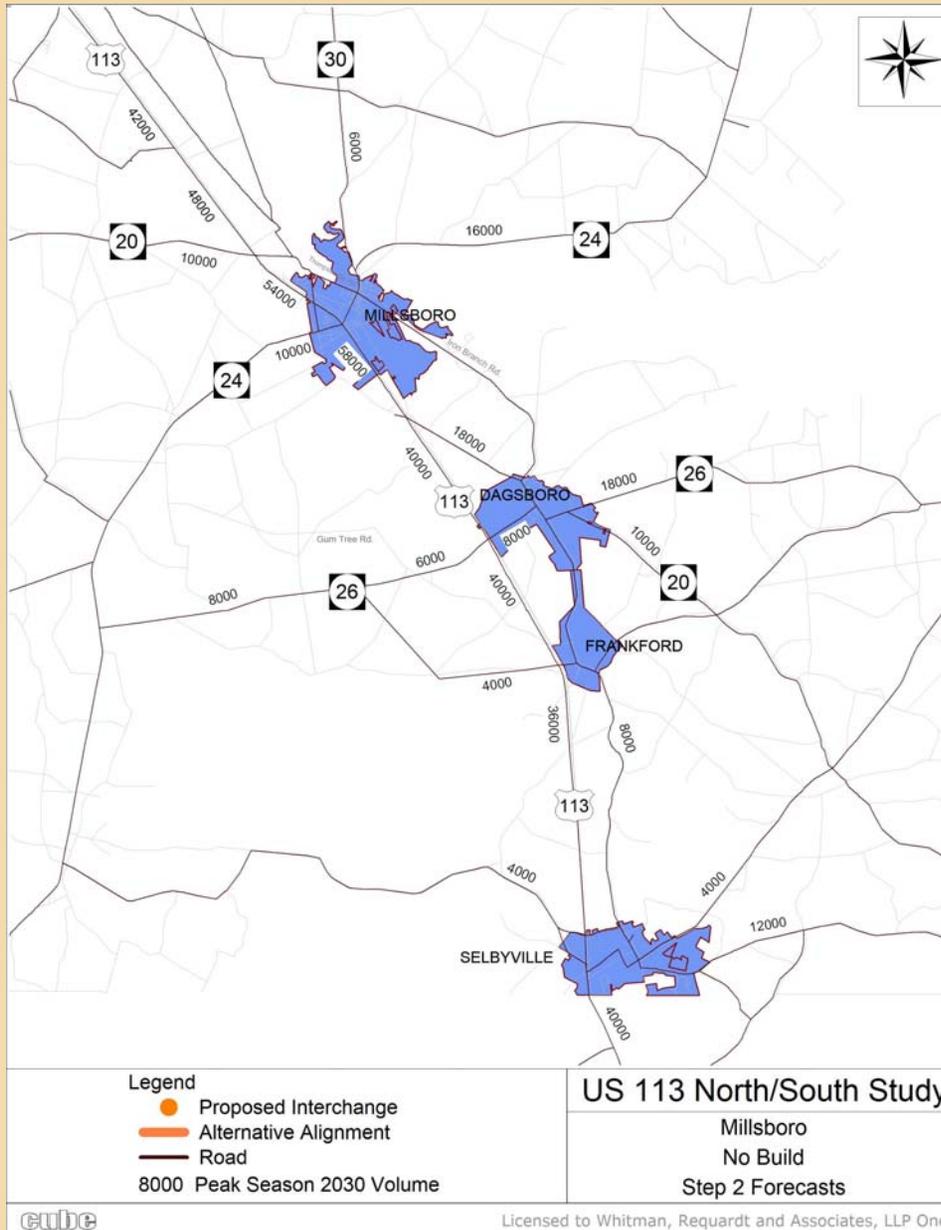
- **We are at Step 2, which can be used to:**
 - **Make comparisons among off-alignment alternatives, determining which best meet anticipated traffic needs**
 - **Determine approximate benefits along existing US 113**
- **Step 2 is NOT sufficient to:**
 - **Compare off-alignment to on-alignment alternatives**
 - **Determine specific interchange configurations**
 - **Determine specific intersection designs**
- **Step 3 forecasts, which will allow more detailed analyses, should be available later this spring**



Traffic Analysis: Existing Conditions



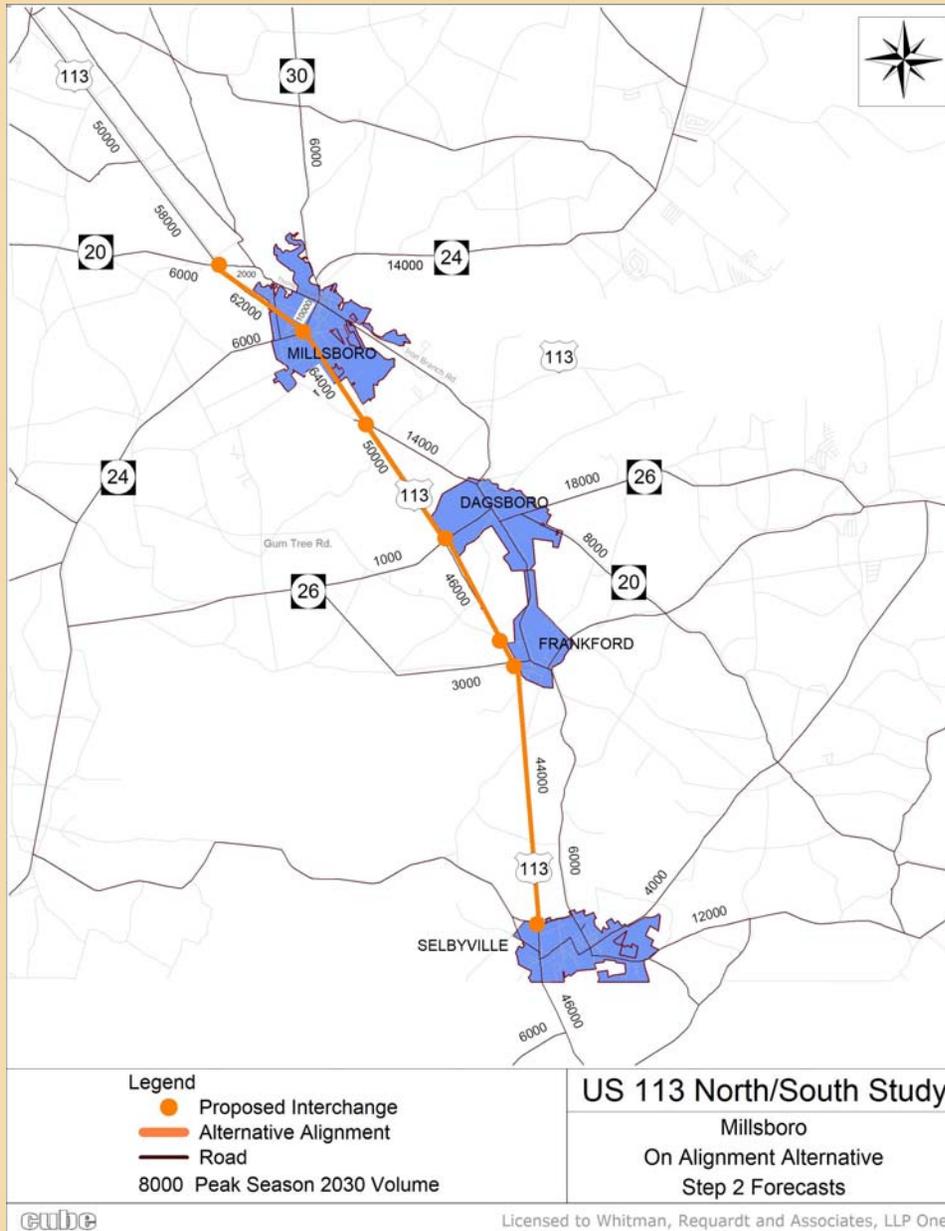
Traffic Analysis: No-Build Alternative



Step 2 forecasts are preliminary; further refinements are underway.

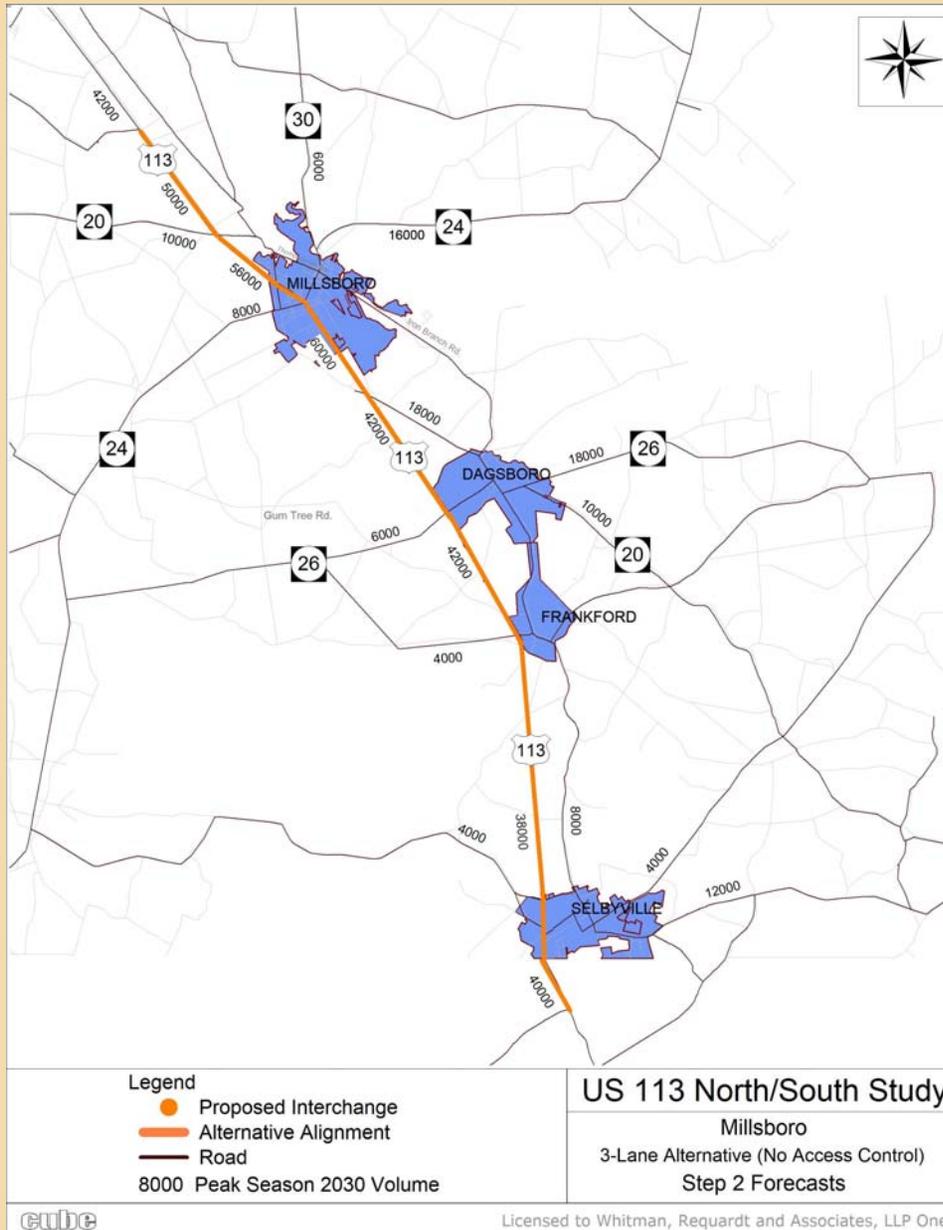


Traffic Analysis: Alternative A



Step 2 forecasts are preliminary; further refinements are underway.

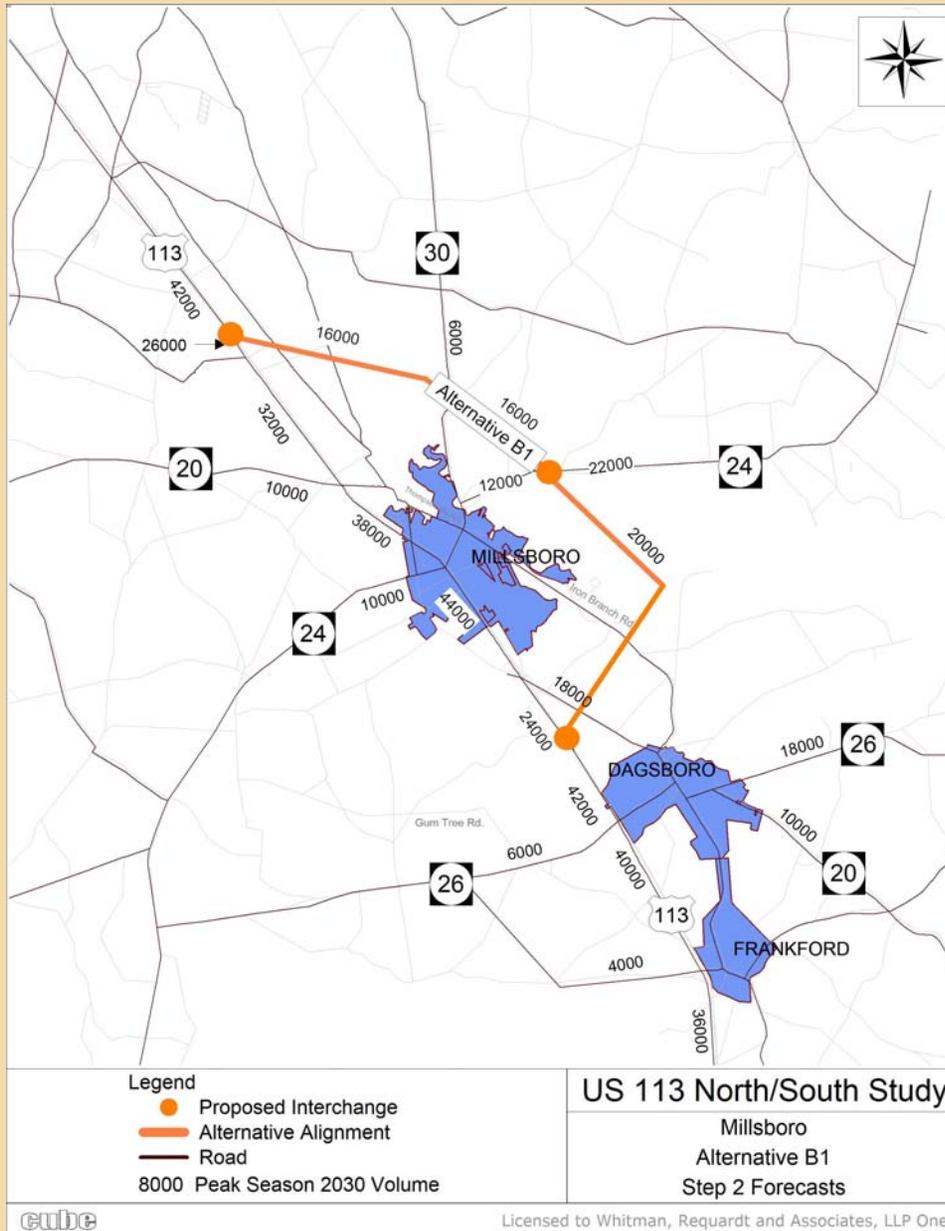




Traffic Analysis: Alternative A Option 3

Step 2 forecasts are preliminary; further refinements are underway.



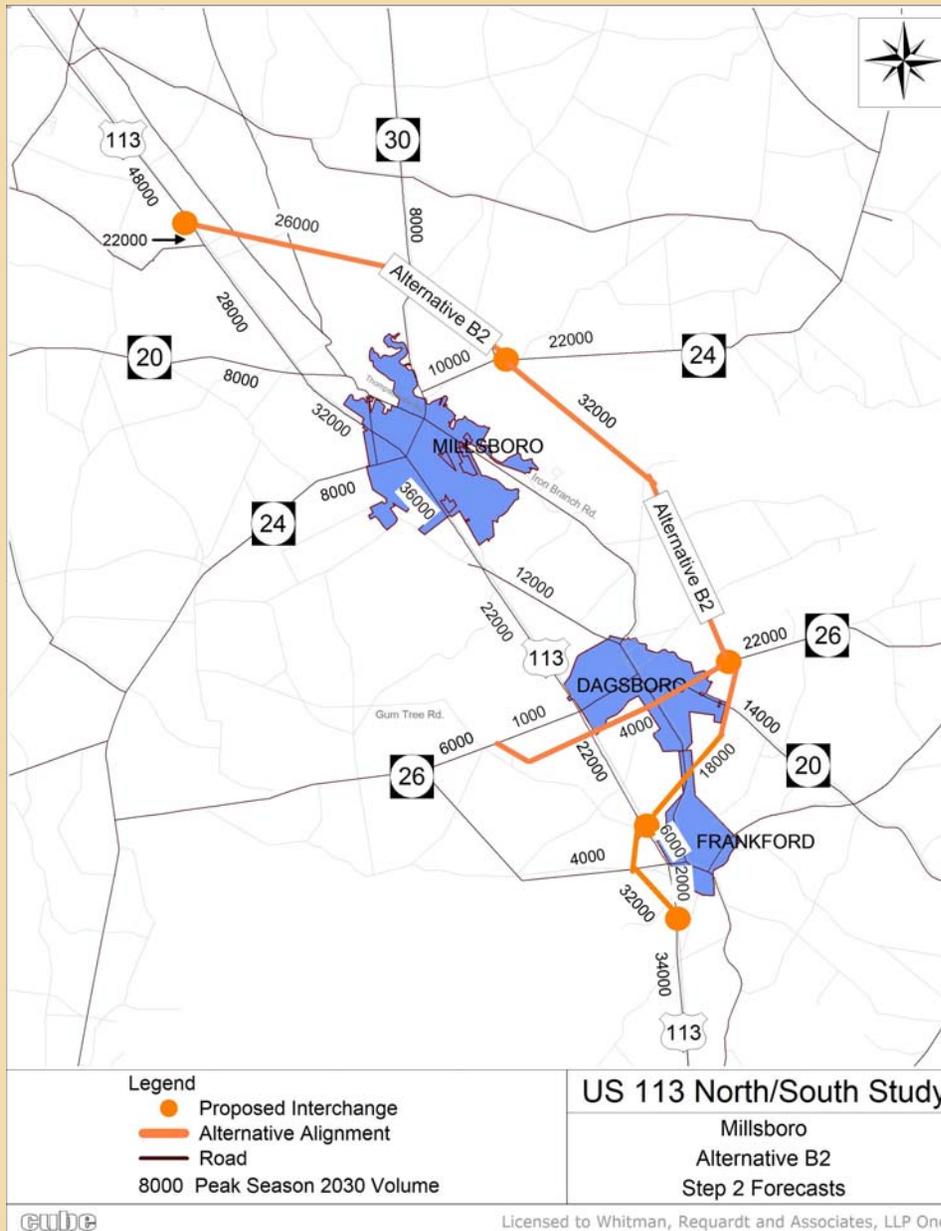


Traffic Analysis: Alternative B1

Step 2 forecasts are preliminary; further refinements are underway.



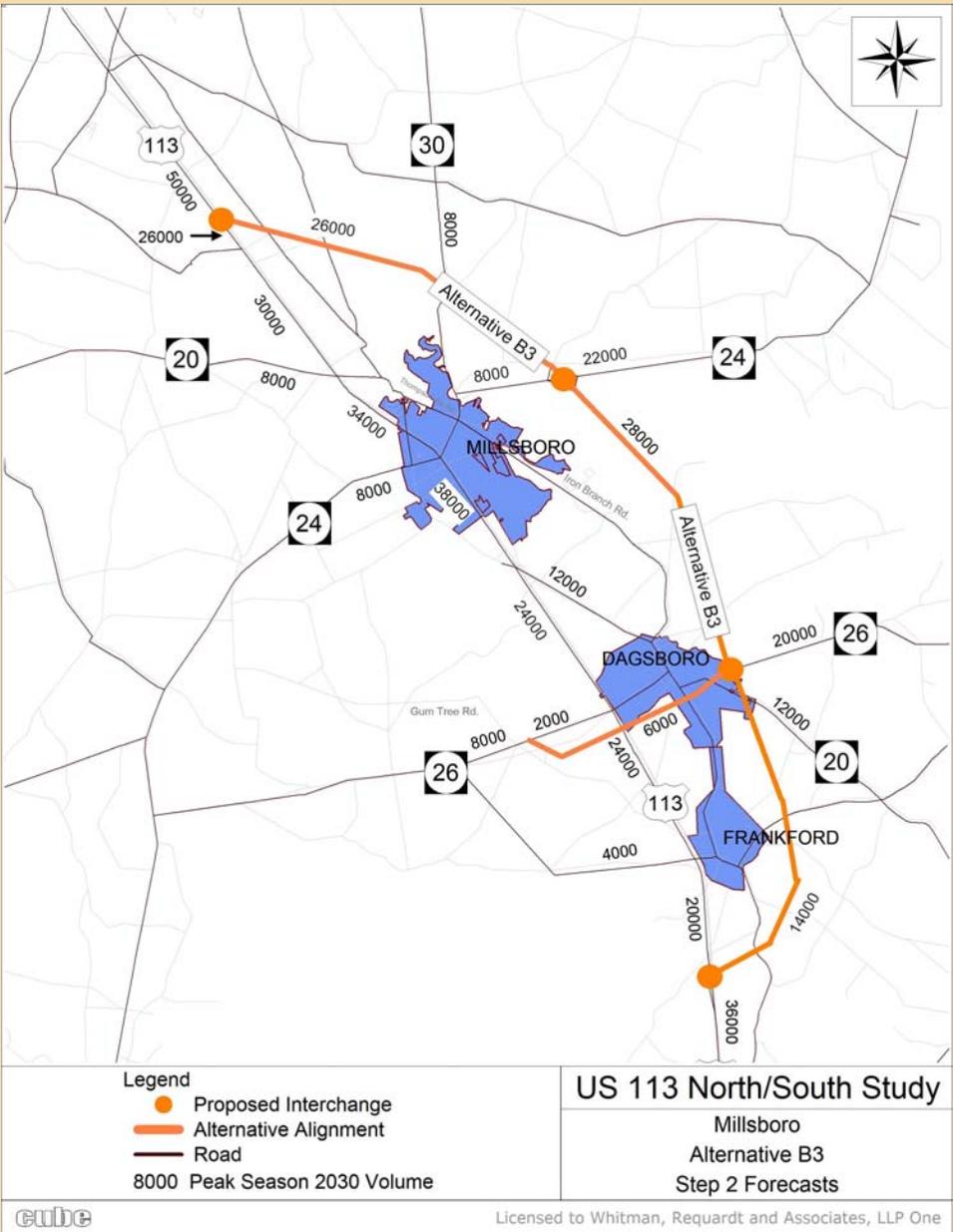
Traffic Analysis: Alternative B2



Step 2 forecasts are preliminary; further refinements are underway.



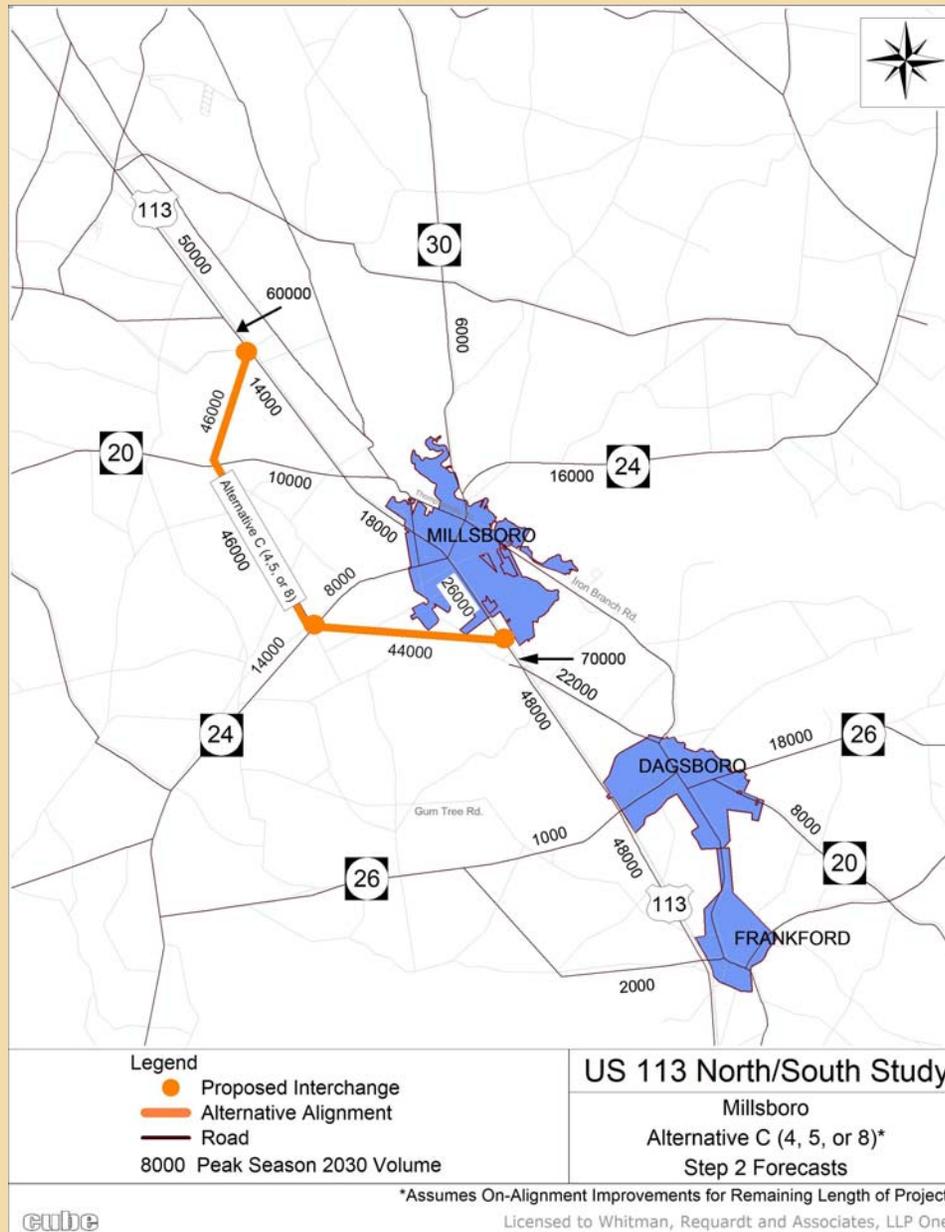
Traffic Analysis: Alternative B3



Step 2 forecasts are preliminary; further refinements are underway.

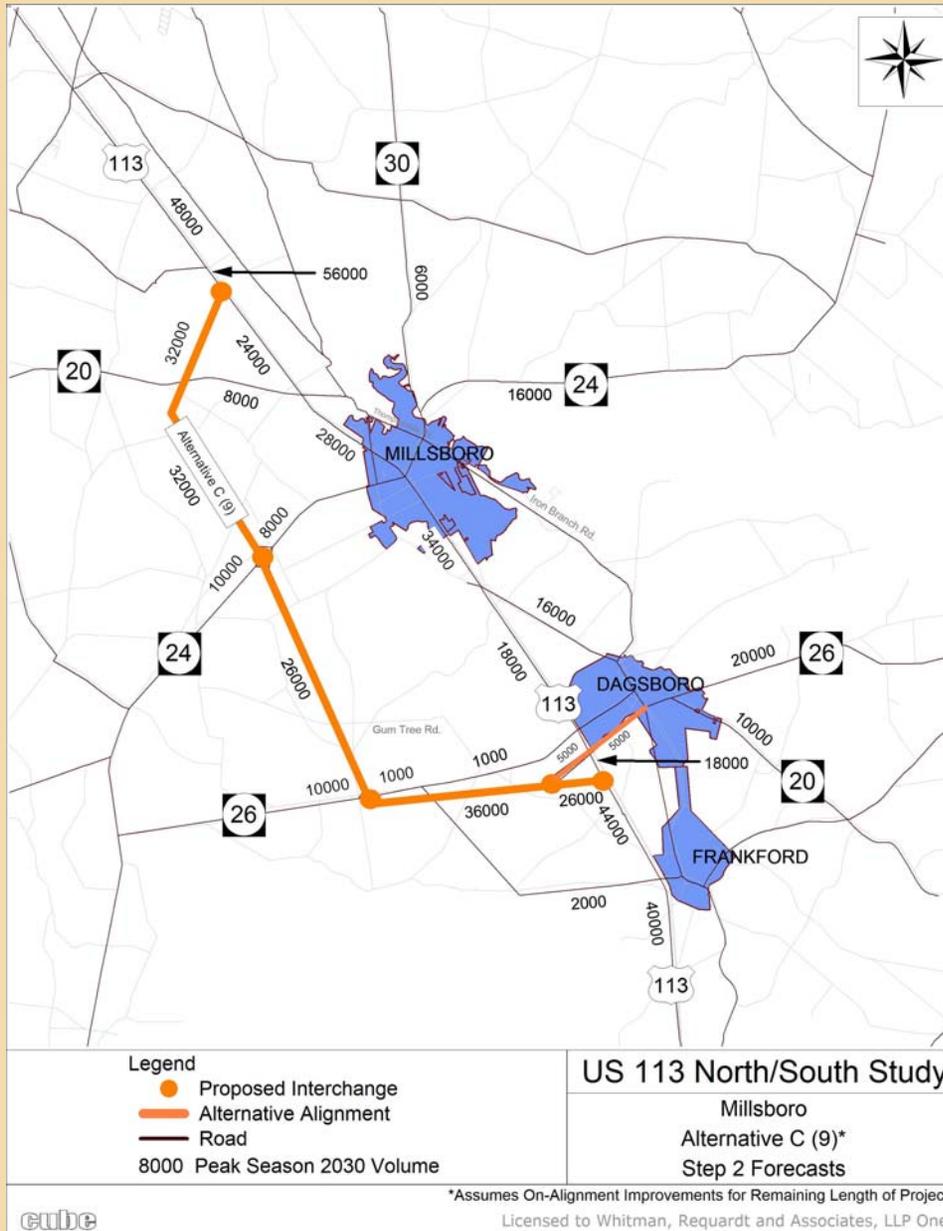


Traffic Analysis: Alternatives C4, C5, and C8



Step 2 forecasts are preliminary; further refinements are underway.

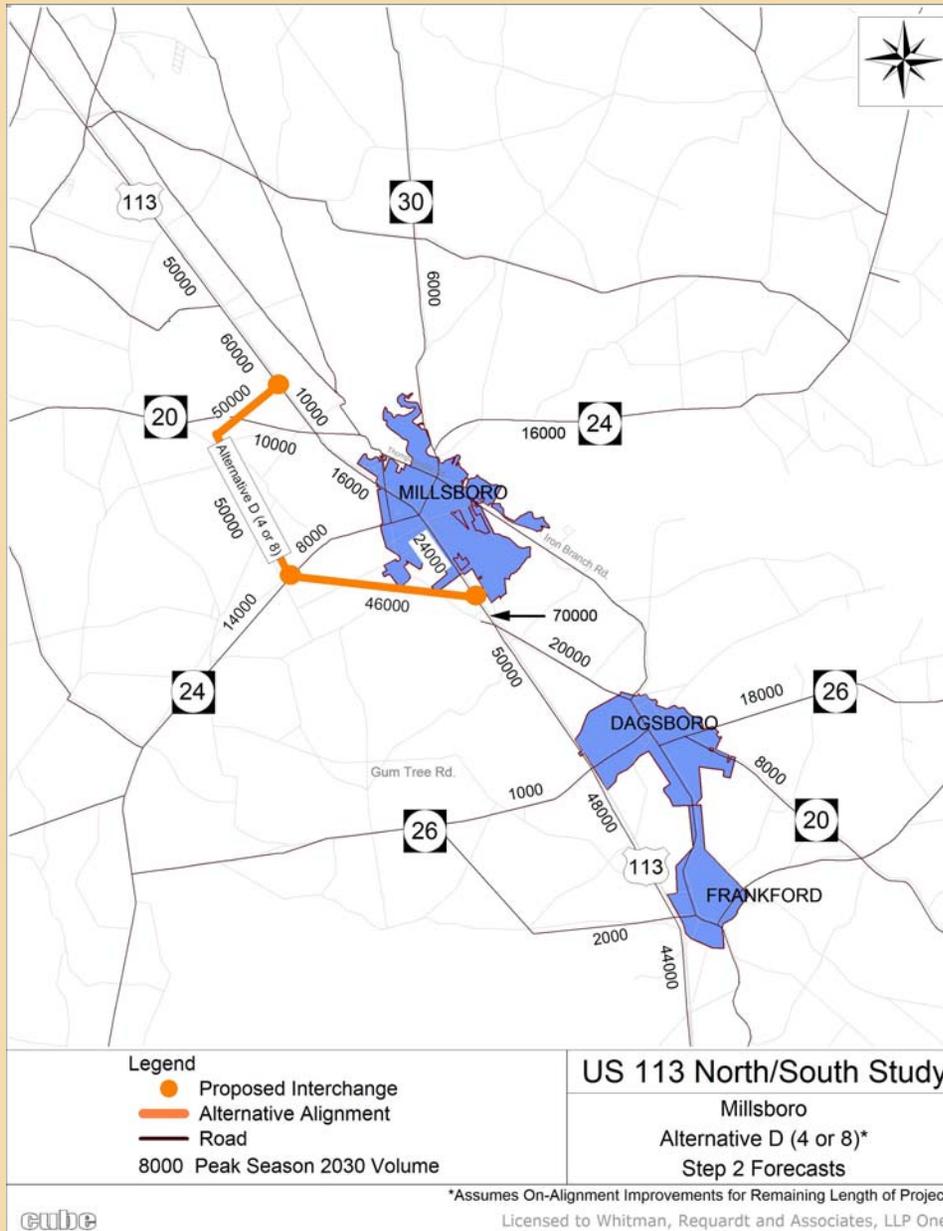




Traffic Analysis: Alternative C9

Step 2 forecasts are preliminary; further refinements are underway.

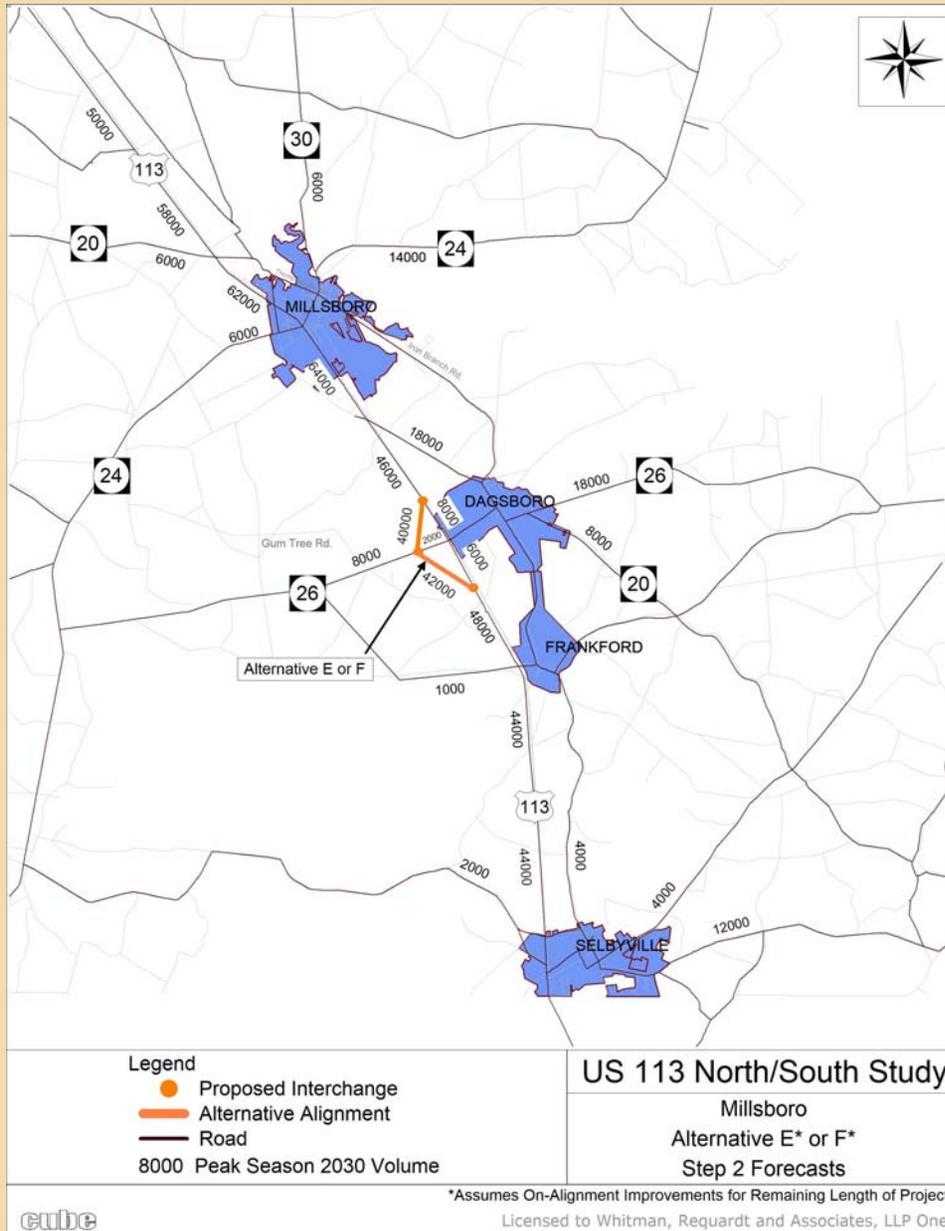




Traffic Analysis: Alternatives D4 and D8

Step 2 forecasts are preliminary; further refinements are underway.



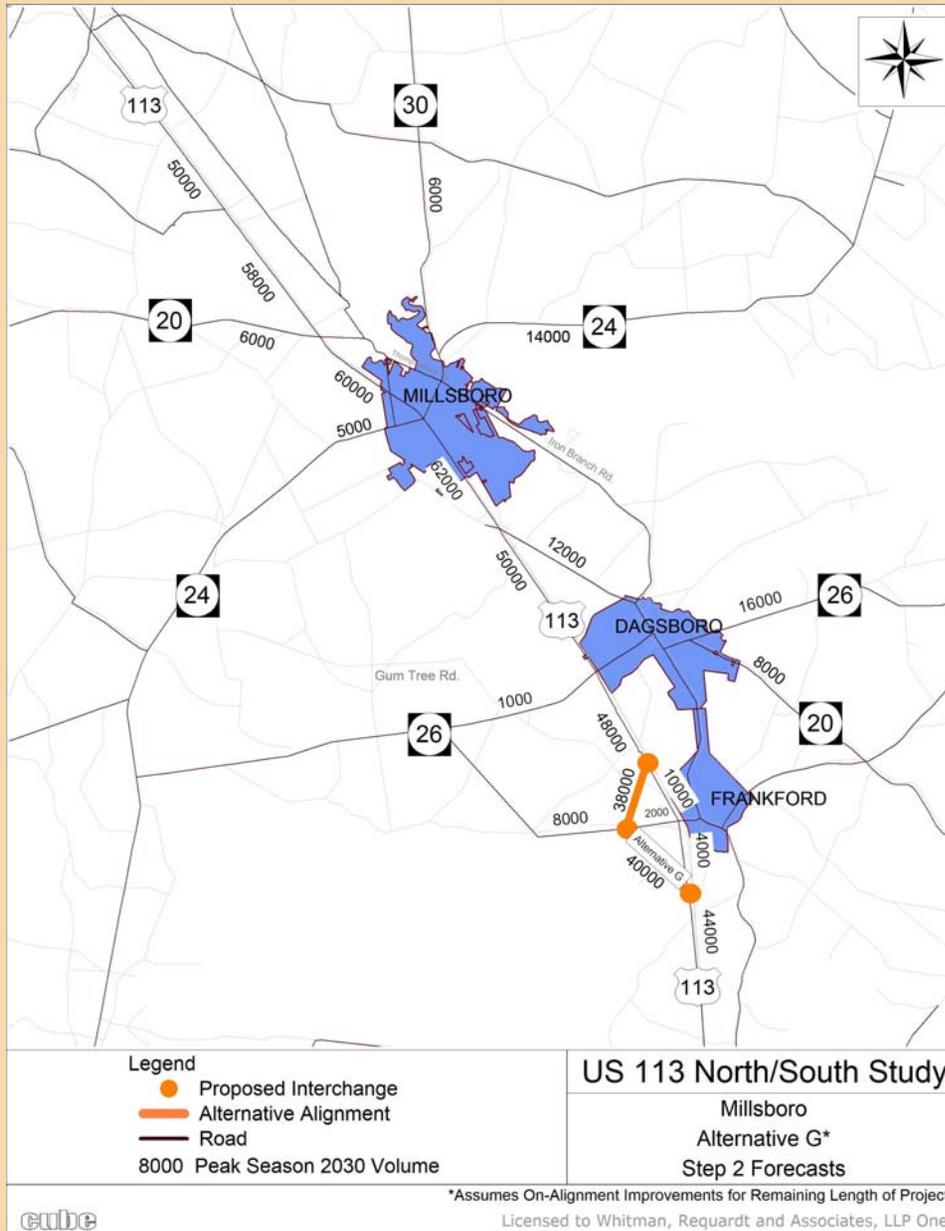


Traffic Analysis: Alternatives E and F

Step 2 forecasts are preliminary; further refinements are underway.

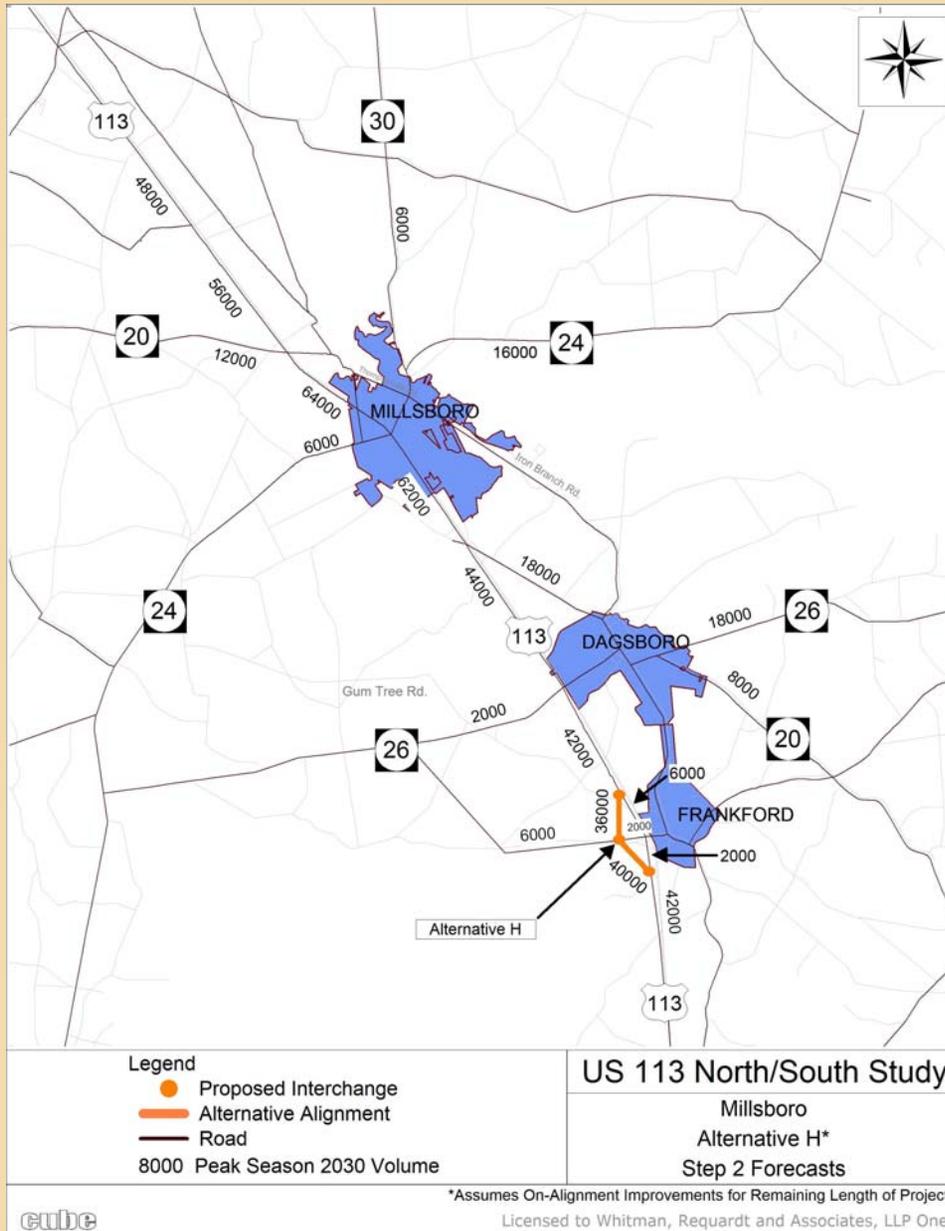


Traffic Analysis: Alternative G



Step 2 forecasts are preliminary; further refinements are underway.

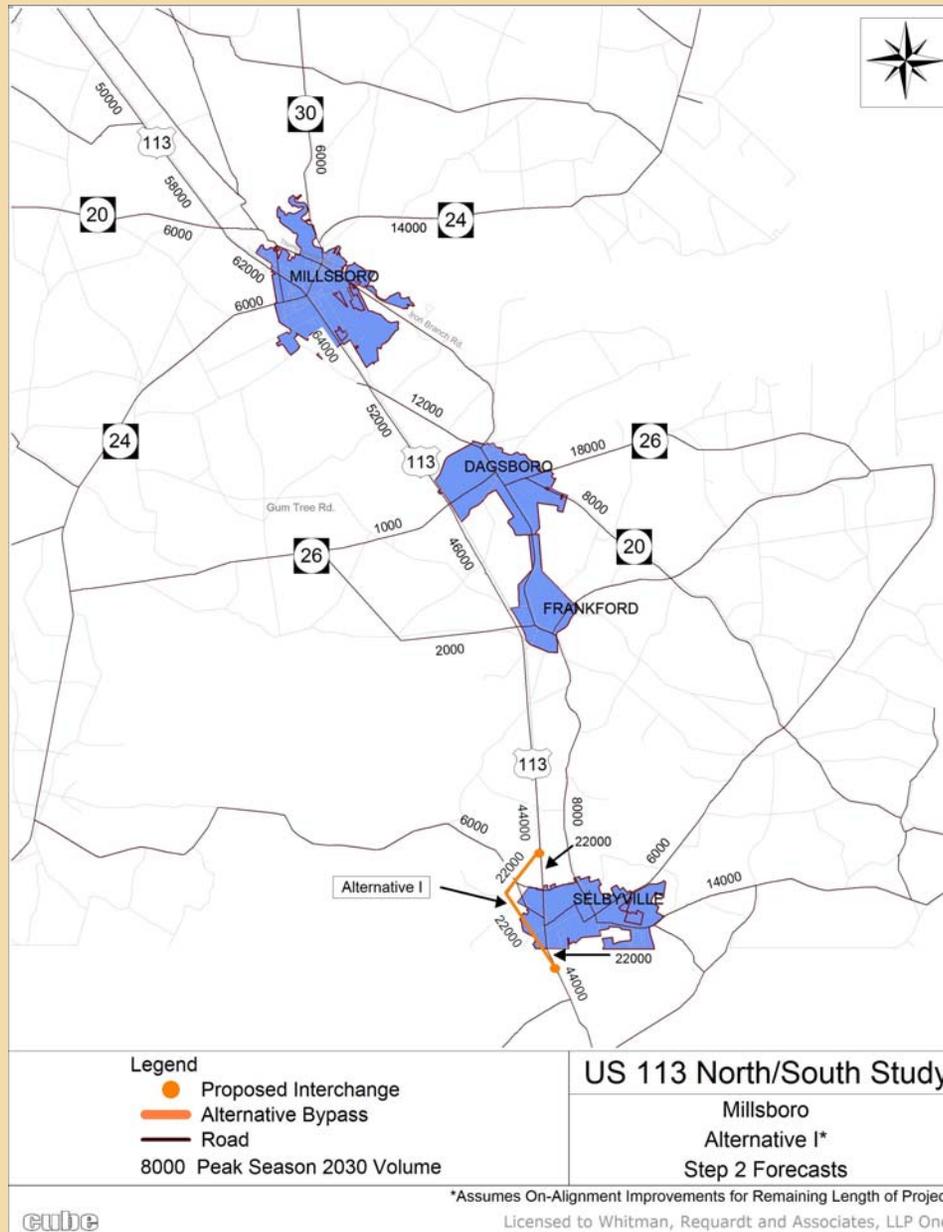




Traffic Analysis: Alternative H

Step 2 forecasts are preliminary; further refinements are underway.





Traffic Analysis: Alternatives I6 and I7

Step 2 forecasts are preliminary; further refinements are underway.



Traffic Analysis Summary:

Millsboro Area

Alternative	US 113 Volumes in Millsboro Area*					Bypass volumes	Comments
	North of SR 20 (west)	SR 20 (west) - SR 24	SR 24 - SR 20 (east)	SR 20 (east) - SR 26	South of SR 26		
Existing	19,800	24,600	22,200	12,500	12,300	N/A	2003 volumes
No Build	48,000	54,000	58,000	40,000	40,000	N/A	
A (on-alignment)	58,000	62,000	64,000	50,000	46,000	N/A	Additional traffic likely due to diversions from parallel routes
Eastern Bypass Alternatives in Millsboro Area							
B1	32,000	38,000	44,000	24,000	40,000	16,000 – 20,000	
B2	28,000	32,000	36,000	22,000	22,000	18,000 – 32,000	
B3	30,000	34,000	38,000	24,000	24,000	14,000 – 28,000	
Western Bypass Alternatives in Millsboro Area							
C4, C5, C8	14,000	18,000	26,000	48,000	48,000	44,000 – 46,000	Bypass ends north of SR 20 (east)
C9	24,000	28,000	34,000	18,000	18,000	26,000 – 36,000	
D4, D8	10,000	16,000	24,000	50,000	48,000	46,000 – 50,000	Bypass ends north of SR 20 (east)

* - Connector to SR 24 north of Millsboro is not yet included in the traffic modeling.



Traffic Analysis Summary:

Dagsboro Area

Alternative	US 113 Volumes in Dagsboro Area		Bypass volumes	Comments
	North of SR 26	South of SR 26		
Existing	12,500	12,300	N/A	2003 volumes
No Build	40,000	40,000	N/A	
A (on-alignment)	50,000	46,000	N/A	Additional traffic likely due to diversions from parallel routes
Eastern Bypass Alternatives in Dagsboro Area				
B2	22,000	22,000	18,000 – 32,000	
B3	24,000	24,000	14,000 – 28,000	
Western Bypass Alternatives in Dagsboro Area				
C9	18,000	18,000	26,000 – 36,000	Long bypass ends just south of SR 26
E, F	8,000	6,000	40,000 – 42,000	Short western bypass



Traffic Analysis Summary: Frankford Area

Alternative	US 113 Volumes in Frankford Area		Bypass volumes	Comments
	North of Blueberry Lane	South of Blueberry Lane		
Existing	12,300	13,000	N/A	2003 volumes
No Build	40,000	36,000	N/A	
A (on-alignment)	46,000	44,000	N/A	Additional traffic likely due to diversions from parallel routes
Eastern Bypass Alternatives in Frankford Area				
B2	6,000	2,000	18,000 – 32,000	East bypass goes around Frankford to the WEST
B3	24,000	20,000	14,000 – 28,000	
Western Bypass Alternatives in Frankford Area				
G	10,000	4,000	38,000 – 40,000	Bypass ½ mile from US 113
H	6,000	2,000	36,000 – 40,000	Bypass ¼ mile from US 113



Traffic Analysis Summary: Selbyville Area

Alternative	US 113 Volumes in Selbyville Area		Bypass volumes	Comments
	North of SR 54	South of SR 54		
Existing	13,000	12,300	N/A	2003 volumes
No Build	36,000	40,000	N/A	
A (on-alignment)	44,000	46,000	N/A	Additional traffic likely due to diversions from parallel routes
Western Bypass Alternatives in Selbyville Area				
I6, I7	22,000	22,000	22,000	



Traffic Analysis: What conclusions can we draw?

- **On-alignment (Alt. A)**
 - **Carries more traffic than no-build due to diversions from other routes, primarily SR 1**
 - **Carries three to four times existing traffic in most areas**
- **Eastern bypass alternatives (Alts. B1-3)**
 - **Traffic on existing US 113 will still increase 30 to 100 percent above existing levels**
 - **B2 diverts slightly more traffic than B3; B1 is even less**



Traffic Analysis: What conclusions can we draw?

- **Western bypass alternatives in Millsboro (Alts. C-D)**
 - **Short bypasses (4, 5, 8) divert 60 to 80 percent of the total traffic from US 113; volumes on existing US 113 will primarily be LOWER (as much as 50 percent) than they are today**
 - **Long bypass (C9) diverts 50 to 60 percent of the total traffic from US 113; volumes on existing US 113 will be 15 to 50 percent higher than they are today**
 - **Connection to SR 24 north of Millsboro may further reduce traffic on existing US 113**



Traffic Analysis: What conclusions can we draw?

- **Eastern bypass alternatives in Dagsboro (Alts. B2 and B3)**
 - **B2 will divert about half the traffic from existing US 113; B3 only slightly less**
 - **Traffic on existing US 113 will still increase 65 to 100 percent above existing levels**
- **Western bypass alternatives in Dagsboro (Alts. C9, E, and F)**
 - **C9 will divert between 60 and 80 percent of the traffic from existing US 113; traffic on existing US 113 will increase about 40 percent above existing levels**
 - **E and F will divert nearly 90 percent of the traffic from existing US 113 because through traffic CANNOT use existing US 113**



Traffic Analysis: What conclusions can we draw?

- **Eastern bypass alternatives in Frankford (Alts. B2 and B3)**
 - **B2 will divert over 90 percent of the traffic from existing US 113 because through traffic CANNOT use existing US 113 through Frankford**
 - **B3 will divert about 40 percent of the traffic from existing US 113; traffic on existing US 113 will increase 50 to 100 percent above existing levels**
- **Western bypass alternatives in Frankford (Alts. G and H)**
 - **Both G and H divert over 80 percent of the traffic from existing US 113**
 - **G carries about twice the volume of H because it is closer to existing US 113**



Traffic Analysis: What conclusions can we draw?

- **Western bypass alternatives in Selbyville (Alts. I6 and I7)**
 - **Both I6 and I7 divert about half of the traffic from existing US 113**
 - **Traffic on existing US 113 will increase 65 to 80 percent above existing levels**



Traffic Analysis: Key Points

- **Traffic is one element, but not the only or necessarily the most important one, that will be used to determine which alternatives will be retained for further study in the next stage of the project.**
- **Information on factors that define the project's purpose and need, such as safety and satisfaction of state/local mandates, and those that are necessary for project implementation, such as environmental impacts and cost, will be presented at a future meeting for the Working Group's consideration.**
- **The decision on retaining alternatives will be based on which of those provide the best balance amongst these factors.**



Cost Estimates

No alternative is being considered for elimination, at this point, based on cost.

Major Quantity Approach: Use items that generate significant quantities

- **Excavation and Embankment**
- **Borrow**
- **Base Course**
- **Pavement**

Apply multipliers for other items

- **Drainage / Stormwater Management (35%)**
- **Utilities (15%)**
- **Grading (25%)**
- **Traffic (25%)**
- **Contingency (20%)**



Cost Estimates

Structures – cost per square foot

Additional considerations

- **Planning / Design**
- **Construction Inspection / Management**
- **Environmental Mitigation**
- **Interchanges**
- **Right-of-Way/Relocation Assistance**

Compare with actual SR 1 cost per mile, escalated to 2005



Economic Impact Analysis

- Stakeholders (working groups, agencies, and the public) need an understanding of economic impacts to help make decisions
- Economic impacts can be analyzed in two ways:
 - On a regional basis (statewide/countywide)
 - On a local basis (impacts to individual businesses)
- The team will use these two parallel tracks to determine economic impacts



Economic Impact Analysis

- **Track 1: Analyze bypasses on a regional basis**
 - **Confirm that bypasses will have similar economic impacts to each other**
 - **Allow the stakeholders to recommend alternatives retained for detailed study without detailed economic analyses**
 - **Does NOT address on-alignment issues yet (see Track 2)**
 - **Complete for the next round of working group meetings**



Economic Impact Analysis

- **Track 2: Determine specific impacts on a local level**
 - 1. Obtain a list of businesses that will be affected**
 - Start from census of businesses
 - Allow self-identification of those not affected
 - 2. Estimate employment in affected businesses**
 - Year-round, full-time equivalent employees
 - State Labor Department and/or Chamber of Commerce
 - Direct surveys
 - 3. Estimate business continuation effects**
 - Survey of expectations and intentions
 - Remaining in present location
 - Moving to a new location
 - Going out of business



Economic Impact Analysis

- **Track 2 (continued):**
 4. Evaluate similar bypass routes in other locations
 5. Estimate jobs by industry lost along the old routes
 6. Estimate jobs by industry gained along by-pass routes
 7. Net job change yields economic impacts
 - Jobs
 - Incomes
 - Business sales
 - Tax effects
 8. Examine results for “reasonableness” and adjust
- **This track is starting now, and will be ready for analysis of alternatives retained for detailed study in summer/fall**



Traffic and Safety

- Existing Data & Supplement / Update
 - weekday commuters
 - weekend / seasonal
 - local / regional
- What & Where
 - local congestion
 - regional bottlenecks
- Safety Factors
 - statistics
 - reports
 - firsthand knowledge

Stakeholder Input

- Listening Tour / Interviews
- Working Groups
- Elected and Government Officials
- Public Workshops
- Groups with Special Interests
- Those Most Directly Affected
- Document Key Issues

Environmental Resources & Land Use

- Environmental Resources Inventory
- Land Use - Recent Trends & Projections
- Environmental Process (MATE)
- Permits

Resource Agencies
Working Groups
General Public

Products

- Purpose and Need
- Project Vision, Goals and Objectives
- Alternatives Development / Assessment
- Detailed Alternatives / Assessment
- Alternatives (Preferred) / Draft Environmental Documents
- Selected Alternative / Final Environmental Documents
- Implementation -
 - Protect Selected Alignments
 - Program / Prioritization of Improvements
 - Short-Term Operational Improvements
 - Mid-Term Improvements (CTP)
 - Longer-Term Improvements



Stakeholder Input:

Oct 26, 2004 - Working Group Comments - Working Group Meeting #5

Nov 15, 2004 - Public Comments - Public Workshop #3, Millsboro

Nov 16, 2004 - Public Comments - Public Workshop #1, Selbyville

Jan 13, 2005 - Agency Comments

Nov. 15 & 16, 2004 Public Workshops

- **200 signed-in at the two Fire Houses**
- **Copy of the comments from all five workshops provided in hand-out package (Tab#3)**



GENERAL

Working Group Comments Oct 26, 2004	Public Workshop Comments Nov 15 & 16, 2004	Agency Comments Jan 13, 2005
<p>On-alignment has too many negative impacts to retrofit into developed areas, sill work in undeveloped locations;</p> <p>On-alignment alternatives would divide the communities as much as an elevated freeway would;</p> <p>On-alignment options don't help East-West traffic;</p> <p>Third Lane option could work from MD line to SR 20. Deserves close scrutiny;</p> <p>Eastern Bypass options would not interfere with Millsboro, Dagsboro and Frankford comprehensive plans;</p> <p>Western Bypass options would not address East-West traffic concerns.</p>	<p><u>Millsboro:</u></p> <p>I think a bypass is the best solution (east is better than west). The on-alignment plan is more damaging to the life of our town.</p> <p>The on-alignment would kill Millsboro. A divided town cannot stand.</p> <p><u>Selbyville:</u></p> <p>Leave present US 113 as it is. Build complete new road a few miles west of present US 113.</p> <p>Work on your side roads first, Like 16, 24, and 54, and keep commercial on US 113 where it should be.</p>	<p>Extent and nature of impacts overriding concern;</p> <p>Avoid impacts where possible;</p> <p>Minimize impacts when unavoidable.</p>



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Working Group Comments Oct 26, 2004	Public Workshop Comments Nov 15 & 16, 2004	Agency Comments Jan 13, 2005
<p>On-alignment is disliked; possible south of Frankford;</p> <p>Third Lane Option needs to be presented in a balanced fashion. Could have possibility south of Millsboro;</p> <p>Western Bypass Options might be easier, more doable, cheaper but less benefit. Some interest by Selbyville;</p> <p>Mixed feelings regarding Eastern Bypass Options. From US 113 to Rt. 24 ok. Question of do-ability further south.</p>	<p>Interest in details of the Third Lane Option;</p> <p>On-alignment Options had little support from Millsboro to Frankford;</p> <p>Eastern Bypass Options B-2 and B-3 generally supported;</p> <p>Western Bypass support greater as you moved south in the Study Area</p>	<p>Extent and nature of impacts extremely important;</p> <p>Preference for on-alignment;</p> <p>Some recognition of the difficulty of choosing a solution in the Millsboro-South Area. Appreciate the complexity of the issues.</p>



Alternatives to be Retained for Detailed Study:

No-Build – required by law

CEQ Regulation 40CFR 1502.14 (d)





US 113 NORTH/SOUTH STUDY

Millsboro-South Area

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Working Group Comments Oct 26, 2004	Public Workshop Comments Nov 15 & 16, 2004	Agency Comments Jan 13, 2005
<p>Prefer longer easternmost option, section from US 113 north of Millsboro to SR 24 is critical;</p> <p>Allows towns to grow;</p> <p>Leaves US 113 to serve local needs;</p> <p>Concern for impacts south of Rt. 24:</p> <ul style="list-style-type: none"> ▪ Mountaire spray irrigation and sludge disposal ▪ Indian River crossing 	<p><u>Millsboro:</u></p> <p>Significant number of positive comments vs. relatively few negative comments;</p> <p>Greater support for B2 or B3 than B1;</p> <p><u>Selbyville:</u></p> <p>Equally mixed feelings for and against</p>	<p>Concern that the potential for these alternatives to have significant stream and wetlands impacts is greater than that of the on-alignment alternatives;</p> <p>Note: Wetland impacts for on-alignment and Eastern Bypass Options comparable at around 12 acres. Western Bypass options greater in impact.</p>



Eastern Bypass Options

■ Plan Changes:

- **Developed two alternative connections from US 113 to Route 24**
- **Modified the southern end of Option B-2**
- **Developed two localized, Route 54, bypasses of Selbyville**
- **Modified local road realignments in conjunction with Option B-3**



Eastern Bypass Options

Alternatives to be Retained for Detailed Study:

- **Drop from further consideration?**
- **Retain 1 or more options?**
- **If 1, which option?**
- **If more, which options?**

Options: B, B1, B2, B3





US 113 NORTH/SOUTH STUDY

Millsboro-South Area

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Working Group Comments Oct 26, 2004	Public Workshop Comments Nov 15 & 16, 2004	Agency Comments Jan 13, 2005
<p>Issues concerning benefits to East / West traffic;</p> <p>Concerns about limitations to growth plans generally to the west for towns;</p> <p>Interest in Selbyville area;</p> <p>Positive effect on truck traffic;</p> <p>Less devastating to businesses than on-alignment more realistic (cost) than Eastern Bypass alternatives;</p> <p>Growth is happening much more slowly on the west; thus, protection of right-of-way on the west may be more likely.</p>	<p><u>Millsboro:</u> Makes absolutely no sense in relieving town traffic;</p> <p>Many comments on Western Bypass alternatives reflected opposition to on-alignment.</p> <ul style="list-style-type: none"> ▪ Does not split the town; ▪ Allows businesses on Rt. US 113 to serve the people. <p><u>Selbyville:</u> Relatively greater like than dislike for the Western Bypass Alternative;</p> <p>There would be less disturbance to existing homes; goes through more farmland (open areas);</p> <p>Not so much change to Selbyville (the town);</p> <p>No limited access in Selbyville</p>	<p>Concerns for historical Indian interment area expressed.</p>



Western Bypass Options

Plan Changes:

- None

Alternatives to be Retained for Detailed Study:

- Drop from further consideration?
- Retain 1 or more Options?
- If 1, which Option?
- If more, which Options?

Options: C..... 7,8,9





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Working Group Comments Oct 26, 2004	Public Workshop Comments Nov 09, 2004	Agency Comments Jan 13, 2005
<p>General concern throughout corridor for business impacts, failure to address east/west access and dividing the towns;</p> <p>Provision for emergency services viewed as problematical, at best;</p> <p>Disruptive to annexation and development plans in pipeline, will curtail growth;</p> <p>May be implementable north of Selbyville.</p>	<p>General opposition to on-alignment options;</p> <p>Comments similar to working group on impacts to towns, businesses, provision of emergency services, etc.</p>	<p>Puts roadway improvements where development is today will not induce development and is consistent with livable Delaware initiatives;</p> <p>Helps promote good land use planning.</p>



On-Alignment Options

Plan Changes

- **Modified local road connection from realigned Rt. 54 interchange to US 113 frontage road**
- **Eliminated backage road North of McCabe Road**
- **Provided right in / right out access from NB US 113 to Frankford Avenue**
- **Eliminated backage road north of Route 26 in favor of frontage road**
- **Modified frontage road north of Route 20 in favor of backage road.**



On-Alignment Options

Alternatives to be Retained for Detailed Study:

Resource Agencies strongly support On-alignment Option(s) – for purposes of comparison with Off-alignment Options

- **Retain 1 or both Options?**
- **If 1, which Option?**

Options: A1 or A2



Third Lane Option

- **Adds a third lane in each direction AT GRADE to increase traffic capacity; signals would remain**
- **At four intersections in the Millsboro-South area, this approach will result in an unacceptable level of service:**
 - **US 113 at SR 20, north of Millsboro**
 - **US 113 at SR 24**
 - **US 113 at SR 26**
 - **US 113 at SR 54**
- **At those locations, grade separations would be provided**



Third Lane Option

- **Potential solution at those intersections:**
 - **Construct four new “express” lanes in median of existing US 113, elevated over SR 24 intersection and the Delaware Avenue intersections.**
 - **Existing lanes of US 113 in this area would serve local traffic.**
 - **Access to “local” lanes would be only at each end of the “express” section.**
 - **Grade separations, with ramps, coordinated with possible east/west Bypasses would be provided at US 113 and relocated SR 54 and US 113 and relocated SR26.**
 - **A grade separation, with ramps, would be provided at US 113 and SR20**



Next Steps

- **Mar:** **Working Group Meeting #7 – Continue to develop recommendations regarding alternatives to be retained for detailed study
(March 30, 2005)**

- **Apr:** **Resource Agencies provide input on Alternatives to be Retained for Detailed Study
(April 14, 2005)**

- **May:** **Public Workshop – Present recommendations on Alternatives to be Retained for Detailed Study and those options recommended to be dropped**



Next Working Group Meeting

- **Agenda:** Continue to develop recommendations regarding alternatives to be retained for detailed study
- **Date:** March 30, 2005
- **Time:** 5:30 – 8:30 PM
- **Location:** Millsboro Volunteer Fire Company Banquet Hall

